

1 INTRODUCTION

In response to citizens' concerns, the District of Columbia Department of Transportation (DDOT) is conducting a study investigating traffic management and truck management improvements in the Friendship Heights area of Northwest Washington, DC. The Louis Berger Group, Inc. (Consultant) conducted the study with assistance from DDOT staff. This report refers to the Consultant team and DDOT staff as the "Study Team."

The main goals of the study were to examine existing and future traffic conditions in the study area and to determine short-term and long-term traffic management and infrastructure improvements to reduce traffic congestion, especially during peak morning and evening travel hours, reduce truck traffic, improve traffic and pedestrian safety and protect surrounding residential streets from traffic impacts. The study area of Friendship Heights is bounded by the following streets:

- Western Avenue (To the north)
- 41st Street (To the east)
- Fessenden Street (To the south)
- 45th Street (To the west)

The study would not have been possible without the assistance of area residents and the Advisory Neighborhood Commission (ANC). The Study Team held meetings with area residents to discuss transportation issues and preliminary improvement options. The area residents provided additional input via email and regular correspondence.

The study was conducted between March, 2003 and November, 2003. This report includes transportation issues and deficiencies in the transportation infrastructure identified throughout the study and finalized improvement recommendations after considering comments received by residents in the Friendship Heights area. It also provides a summary assessment of future development impacts and the effectiveness of the proposed recommendations in mitigating the impacts of future traffic growth.

The recommendations prepared in this study are intended to address needs of improved traffic and pedestrian safety in the Friendship Heights area and reduce the amount of cut-through traffic on residential streets. However, if the recommended measures do not reduce cut-through traffic, DDOT will revisit the residential streets and implement additional traffic calming measures where necessary.